

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Moscow Oblast)

REPORT

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SUBJECT Aircraft Factory No. 45 in Moscow

DATE DISTR. 21 October 1957

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REFERENCES

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PLACE & DATE AC

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. The section of Aircraft Factory No. 45 in Moscow produced gearboxes for plane engines. they were exact copies of an English model. The gearboxes measured 50 to 60 centimeters in diameter and weighed approximately nine kilograms. They were made from a metal called electron, and were white, almost zinc-like, in color. The maximum tolerance of this metal was three hundredths in each hole (sic).
2. the factory produced approximately 200 plane engines per month until the beginning of 1956. At that time, the factory underwent a slight transformation in its production which lasted throughout the entire year. This change was brought about because of the small number of engines exported. As a result, part of the factory was used to construct tractor parts and quite a few workers were fired.
3. enormous physical spread of the factory it covered an area of more than one kilometer. It was a one-story building located in Stalinskiy Rayon. More than 3,000 persons were employed there.
4. There were many secret sections in the factory to which entrance was prohibited. There were several warehouses

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5. Transportation within the factory was effected by means of cars operated by dry cell batteries, identical to those used in railroad stations for the transport of luggage, mail sacks, etc. Whenever anything was being moved, it was covered with canvas in order that the object was not visible. Trains were used to transport material from outside the factory.
6. There were six working days per week. [] there were two shifts: one from 0700 until 1600 hours, and the other from 1600 until 0015 hours. Vacations were Sundays and holidays, such as 1 January, 1 May, 7 November, and 25 December, plus 15 days annual leave. 50X1-HUM
7. There were many security precautions. The factory itself was of wood and was surrounded by a brick wall. The partitions were reinforced concrete, 40 centimeters in thickness. In each section there was a guard who had one 24-hour duty followed by two days' leave. He had no fixed station, although a kind of sentry box was provided. His job was to control the entrance and exit of all personnel of the section. 50X1-HUM
8. [] two regular entrances to the factory; one was small and the other was large. There was another one which was a train entrance.
9. Each worker had a pass to which his photograph was affixed. It was handed to the guard upon entrance and returned to the owner when he departed. Entrance to the sections which actually produced the engines was restricted. One had to have a special pass affixed to his general pass for this purpose. With the exception of these areas, one could enter other sections merely by requesting permission to do so.
10. There was a fire service which was prepared for any eventuality. It had no fixed post. In addition to these individuals, there were about 40 workers [] who were auxiliaries thereto. They had training in this activity because of the frequency with which small fires were started in the metal shavings. 50X1-HUM
11. No precautions were taken in the factory against possible air attacks. However, [] there was an air defense organization in the city. 50X1-HUM

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